

required, and the contract shall be awarded to the lowest responsible bidder. Verified copies or abstracts of all bids received and of the bid or bids accepted shall be promptly furnished to the highway department of the State in which such bridge is located. A failure to comply in good faith with the provisions of this section shall render null and void any contract made in violation thereof; and the Secretary of War may, after hearings, order the suspension of all work upon such bridge until the provisions of this section shall have been fully complied with.

Contracts void for violations.

SEC. 7. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Amendment.

Approved, March 2, 1929.

**CHAP. 514.**—An Act Granting the consent of Congress to the city of Chattanooga and the county of Hamilton, Tennessee, to construct, maintain, and operate a bridge across the Tennessee River, at or near Chattanooga, Hamilton County, Tennessee.

March 2, 1929.

[H. R. 16719.]

[Public, No. 940.]

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That in order to promote interstate commerce, improve the postal service, and provide for military and other purposes, the city of Chattanooga and the county of Hamilton, Tennessee, or any board or commission of the said city and county which may be duly created or established for the purpose, their successors or assigns, be, and are hereby, authorized to construct, maintain, and operate a bridge and approaches thereto across the Tennessee River, at a point suitable to the interests of navigation, extending from some point in the city of Chattanooga, Tennessee, across said river to a point on the opposite shore thereof, in accordance with the provisions of the Act entitled "An Act to regulate the construction of bridges over navigable waters," approved March 23, 1906, and subject to the conditions and limitations contained in said Act.

Tennessee River. Chattanooga and Hamilton County, Tenn., may bridge, at Chattanooga.

Construction.  
Vol. 34, p. 84.

SEC. 2. The said city of Chattanooga and the county of Hamilton, or such board or commission, their successors and assigns, are authorized to construct, maintain, and operate such bridge and the necessary approaches thereto as a railroad bridge for the passage of railway trains or street cars, or both, or as a highway bridge for the passage of pedestrians, animals, and vehicles, adapted to travel on public highways, or as a combined railroad and highway bridge for all such purposes; and there is hereby conferred upon said city of Chattanooga and the county of Hamilton, or such board or commission, their successors and assigns, all such rights and powers to enter upon lands and to acquire, condemn, occupy, possess, and use real estate and other property needed for the location, construction, operation, and maintenance of such bridge and its approaches as are possessed by railroad corporations for railroad purposes or by bridge corporations for bridge purposes in the State in which such real estate or other property is situated, upon making just compensation therefor, to be ascertained and paid according to the laws of such State, and the proceedings therefor shall be the same as in condemnation or expropriation of property for public purposes in such State.

Character of bridge.

Right to acquire real estate, etc., for location, approaches, etc.

Condemnation proceedings.

Tolls authorized.

SEC. 3. The said city of Chattanooga and county of Hamilton, or such board or commission and the successors thereof, are hereby authorized to fix and charge tolls for transit over such bridge, and the rates of tolls so fixed shall be the legal rates until changed by the Secretary of War under the authority contained in the Act of March 23, 1906.

Vol. 34 p. 85.

Rates of toll for highway bridge applied to operation, sinking fund, etc.

If combined railroad and highway bridge, rates to provide, with other revenue, for operating highway bridge, sinking fund, etc.

Maintenance as free bridge, etc., after amortizing costs, etc.

Record of expenditures and receipts.

Right to sell, etc., conferred.

Amendment.

March 2, 1929.

[H. R. 16604.]

[Public, No. 941.]

Cumberland River.  
Time extended for bridging, at Center Point, Ky.

*Ante*, p. 614.

Amendment.

SEC. 4. If such bridge is constructed as a highway bridge alone, in fixing the rates of toll to be charged for the use of such bridge the same shall be so adjusted as to provide a fund sufficient to pay for the reasonable cost of maintaining, repairing, and operating the bridge and its approaches under economical management, to pay an adequate return on the cost thereof, and to provide a sinking fund sufficient to amortize the cost of such bridge and its approaches, including reasonable interest and financing cost, as soon as possible under reasonable charges, but within a period of not to exceed twenty-five years from the completion thereof. If such bridge is constructed as a combined railroad and highway bridge, in fixing the rates of toll to be charged for the use of the highway part thereof the same shall be so adjusted as to provide a fund sufficient (with the other revenues received from the bridge) to pay for the reasonable cost of maintaining, repairing, and operating the bridge and its approaches under economical management, to pay an adequate return on the cost thereof, and to provide a sinking fund sufficient to amortize the cost of such bridge and its approaches, including reasonable interest and financing cost, as soon as possible under reasonable charges, but within a period of not to exceed twenty-five years from the completion thereof. After a sinking fund sufficient for such amortization shall have been so provided, that portion of such bridge used for highway purposes shall thereafter be maintained and operated free of tolls, or the rates of tolls shall thereafter be so adjusted as to provide a fund of not to exceed the amount necessary for the proper maintenance, repair, and operation of the bridge and its approaches under economical management. An accurate record of the cost of the bridge and its approaches, the expenditures for maintaining, repairing, and operating the same, and of daily tolls collected, shall be kept and shall be available for the information of all persons interested.

SEC. 5. The right to sell, assign, transfer, and mortgage all the rights, powers, and privileges conferred by this Act is hereby granted to the city of Chattanooga, and the county of Hamilton, Tennessee, or any board of the said city and county which may be duly created or established for the purpose, their successors and assigns; and any corporation to which, or any person to whom, such rights, powers, and privileges may be sold, assigned, or transferred, or who shall acquire the same by mortgage foreclosure or otherwise, is hereby authorized and empowered to exercise the same as fully as though conferred herein directly upon such corporation or person.

SEC. 6. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 2, 1929.

**CHAP. 515.**—An Act To extend the times for commencing and completing the construction of a bridge across the Cumberland River at or near Center Point, in Monroe County, Kentucky.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the times for commencing and completing the construction of the bridge across the Cumberland River, at or near Center Point, in Monroe County, Kentucky, authorized to be built by the State Highway Commission, Commonwealth of Kentucky, by the Act of Congress approved May 18, 1928, are hereby extended one and three years, respectively, from May 18, 1929.

SEC. 2. The right to alter, amend, or repeal this Act is hereby expressly reserved.

Approved, March 2, 1929.